

CARRIZOZO OUTLOOK

Published Weekly in the Interest of Carrizozo, and Lincoln County

VOL X NO. 20

CARRIZOZO, LINCOLN COUNTY, NEW MEXICO, FRIDAY, MAY 5, 1916

PRICE \$1.50 PER YEAR

FARMING CONDITIONS OF NEW MEXICO

Millions of Acres of Land Has Been Reclaimed Since Farming Was Started in 1900

NEW MEXICO SHEEP AND WOOL FAMOUS

When the Spanish conquerors first visited New Mexico they found Indians farming the dry lands. Farming, although hundreds of years old in the state, in reality did not start till about 1900, when a general movement resulted in the reclamation of millions of acres of land. Dry farming, upon which a great part of the state depends, has been proven wholly profitable in the eastern part of the state where an abundance and variety of grain and feed crops are grown by settlers. Dry farming, of course is carried on most successfully in the region of greatest rainfall. This is in the eastern and northeastern parts of the state.

Stock raising, in many counties remains the leading pursuit, million of cattle and sheep being grazed for the market. The mild winters and the cool nights of summer keep livestock in fine condition. There is a notable absence of flies and other bothersome insects, which make life miserable for cattle in many other districts.

The chief grass depended on by stockmen is grama grass, a peculiar growth common to the Great Plains and allied to mesquite and other prairie grasses. During the rains of June and July this grass will grow to a height of ten or twelve inches. It will support cattle at the rate of a steer to about ten or twelve acres in a normal season, although it is safer to figure fifteen acres to a steer for the year. In the fall grama grass cures where it grows and furnishes a nutritious hay which lasts throughout winter. If ranchers do not overcrowd the pastures, live stock will look as well in spring as in the summer. There are thousands of springs throughout the stock country furnishing water for live stock and adding greatly to the value of the land as a live stock region. By leasing public lands surrounding their water supply at a small rental or by utilizing it free of charge, the cost of production of beef is reduced to merely herding or marketing.

The sheep and wool industry of New Mexico has long been famous. There are 4,700,000 head of sheep in the state, yielding more than 19,000,000 pounds of wool. Goats are also raised in many parts of the state. Sheep graze over millions of acres in the eastern portion.

The long horn steer of Spanish origin has gradually been replaced with the Hereford type of beef steer. The animals are bred and reared on the ranches and are then shipped off to northern farms where they are fattened on corn, kafir, silage and alfalfa hay.

Hardy horses are raised by the

ranchmen which are of greatest service throughout the land.

An idea of the productivity of the Pecos Valley, which begins in San Miguel and Guadalupe Counties, may be gained from the records which show that 6,000 cars of alfalfa, 1,000 cars of apples, 400 cars of cantaloupes, 100 cars of tomatoes, fifty cars of canned tomatoes, twenty cars of cotton, twenty two cars of onions, fifteen cars of honey, 1,000 cars of cattle, 2,500,000 pounds of wool were shipped last year. Under irrigation sweet potatoes yielded 300 bushels an acre.

More than one million acres or almost twice the area under irrigation have been under dry farming methods by settlers in New Mexico. Whole counties have been settled and scores of towns and villages have sprung up as a result of successful dry farming. Selection of drought resisting crops has made possible the raising of large quantities of grain and feed. Scientific methods combined with dairying, silos and poultry production have made a practical combination for settlers on dry land farms. Farmers who stuck to those crops which have been recommended by the state experiment stations and government investigators have invariably succeeded on dry land farms. The rain which comes during the growing season of June, July and August, is usually sufficient to mature the grain and forage plant.

Last year was an unusual year for the southwest. The rainfall was above the yearly average and as a result there were good crops of kafir, milo, feterita, corn, and in some instances there were tremendous crops of kafir, milo, alfalfa. The writer saw black hulled white kafir yields of fifty to sixty bushels an acre under ordinary cultivation. Milo at the Tucumcari Field Station yielded from forty to sixty bushels an acre. Sudan grass produced from three to four tons of excellent hay an acre. Sorghum for hay yielded as high as six tons an acre. Feterita, which usually makes a good grain growth with fair rainfall, last year outyielded its previous high records of fifty bushels an acre. Feed everywhere throughout the Panhandle of Texas, Oklahoma and the eastern plains and valleys of New Mexico was plentiful. Thousands of cattle were fed during the winter. Prosperity for the dry farmer is apparent on every side.—The Southwest Trail.

THE BOY SCOUTS

Rev. J. M. Gardner has quite an enthusiastic company of Boy Scouts under his leadership in Carrizozo. The boys are preparing for a long cross country hike during the vacation season, and are looking forward with much anticipation to the outing. Let local citizens do all in their power to encourage this worthy movement and afford every assistance possible to this wholesome activity and helpful maneuver.

J. J. Sullivan was here Monday from Santa Rosa.

HOW TO GET A MERCHANT MARINE

Exports Amounting in Value to Hundreds of Millions of Dollars Congest our Wharves Awaiting Transportation

A QUESTION WHICH SHOULD ENGAGE ALL AMERICANS

The rehabilitation of the American merchant marine is the subject of a series of interesting articles that have appeared in the New York Evening Mail. It is a question of vital importance and one which should engage the active interest of all Americans. Never in its history was the republic so much in need of sea-going vessels. Exports amounting in value to hundreds of millions of dollars congest our wharves, awaiting transport to markets which are sorely in need of them. But there is a dreadful lack of ships to carry them; almost no American-built ships. Ocean rates have gone up to fabulous figures; a ship can make a fortune for its owner in a single year, but there are no American ships to take advantage of the unprecedented opportunities afforded by foreign war conditions. Our forefathers knew what to do with the American ship problem. Our first Congress in 1789 passed an act allowing importers a discount of 10 per cent on customs duties on goods entering in vessels owned by citizens of the United States. One year later, in 1790, policy was reinforced by an act of Congress which added 10 per cent, in duties upon all goods imported in foreign-owned vessels. Under this double protection the U. S. was in 1810 carrying 90 per cent of its own foreign commerce and also a share of the foreign commerce of other nations. In 1815 the fatal mistake was made of repealing these wise laws of entering into a "reciprocity" arrangement under which the 10 per cent additional duty was taken off. That discriminating duty built up the American merchant marine. Its absence has had much to do with the almost total disappearance of our ocean carrying trade.

The writer of the articles in the New York Mail, Mr. Alexander R. Smith, is the editor of the Marine News and one of the best informed men in the country on the merchant marine question. He speaks with a knowledge that should carry conviction when he says: We must have a naval auxiliary merchant marine; of ships built in the United States, owned, commanded, officered and manned by citizens of the United States, as ready to fight its battles in war as alert to secure, hold and develop the foreign markets which we must have in peace for our surplus products, the ships and the men constituting a highly efficient national naval reserve.

The easy, simple way to secure such a merchant marine is to collect higher duties from imports in foreign ships than is collected from imports in American ships, and to tax foreign ships more on their tonnage than we tax our own ships. This would force importers to secure American ships to avoid the extra duties. Terrible trade treaties in the way? Our government already has served notice on foreign governments with which we have such terrible trade treaties of our intention to terminate or modify them so as to give full effect to the Seamen's act.

Never was a time more favorable than now for dealing effectively with the question of the rehabilitation of the American merchant marine. By the imposition of differential import duties and preferential tonnage dues and by the termination of all treaties conflicting with that policy the way would be opened for a positive advance toward regaining our rightful share of the world's carrying trade. Already, under the provisions of the Seamen's act, measures are in progress looking toward the abrogation of all trade treaties and conventions. If the policy of 1790 worked well then and gave our ships 90 per cent of the business of carrying our export and import trade, the same policy would work the same result again. Mr. Smith is right in urging immediate action along these lines.—American Economist.

FORT STANTON WINS

A number of Carrizozans were visitors to Roswell Saturday and Sunday to see the two big baseball games between Fort Stanton and the Pecos Valley town's delegation, a majority of the Fort Stanton players being local talent. The Lincoln County boys proved to be the masters of the situation in both contests. Saturday they captured the day's honors to the tune of 7 to 2, Norman tossing the pill over on this occasion. Sunday Fisher took the mound for the locals and the score 9 to 4 shows that he gave a good account of himself as usual.

The ardor of the fans, who made the trip from Carrizozo over the hills and far away, was somewhat dampened by the unexpected loosening up of the elements. First they encountered rain on their homeward journey, and then snow and in large quantities through the mountains. The result was that the advance guard of the home-comers reached Carrizozo after dark Monday evening, the remaining three autos pulling in during the course of Tuesday.

Those who made the trip were George J. Dingwall and family, Bennett Dingwall and family, L. B. Crawford and family, Dr. Lucas, A. J. Rolland and Oscar W. Bamberger.

JAIL BEING FENCED

A valuable addition is being made to the jail premises in the form of an iron fence surrounding the entire annex. The fence proper is some eight feet in height with heavy iron bars terminating in vicious spikes, making it extremely difficult for a prisoner having escaped from a cell to make a hasty exit. The barrier also affords a much needed preventive for sweaters outside the jail windows, and does away with the possible pilfering of coal wood and other outside commodities. The commissioners are to be commended for the installation of this substantial and extremely useful improvement to the county's premises. The fence is being firmly imbedded in concrete and besides fulfilling a very important part in protection will add much to the civic attractiveness of the court house yard. Contractor White is in charge of the work.

CHRISTMAS WEATHER IN MAY

Well, now, wasn't that a nice little spell of genuine winter for May Day? Monday and Tuesday were both hummers with plenty of breeze to make the cold effective; and the snow, although it melted as fast as it connected with Mother Earth here on the level, was an actual menace to the passage of the mail car and other tourists through the mountains. From ten to fifteen inches covered the ground about Capitan, and the White Mountains are still white all right. Two supposedly spring months are gone and this kind of Christmas weather makes us look twice at the calendar to be sure we are not backing up and going the other way.

DISTRICT COURT MONDAY

The regular April term of District Court for Lincoln County will convene in Carrizozo Monday, April 8. The grand jury is summoned to appear on the above date while the petit jury is called for the 11th. Judge E. L. Medler will likely arrive tomorrow noon from his home in Las Cruces and will preside over the court. The term will likely last for five or six weeks.

ALTO LIGHT & POWER COMPANY SOLD

J. H. Fulmer, Jr., President of the Parsons Mining Co., is the New Owner. Property to be Transferred July 1

PARSONS MINES TO START OPERATIONS SOON

The Alto Light and Power Co. of White Oaks was sold early this week to J. H. Fulmer, Jr., of Mishawaka, Indiana, thus constituting an important transfer of property. The new firm will take full possession of the newly acquired property within the next sixty days, according to the provisions of the contract drawn up. It is not known as yet, whether the present group of employees will be retained, but possibly a much larger force will be required to handle the increased facilities for light and power.

Mr. Fulmer is president of the Parsons Mining Company. The power line has been recently constructed from White Oaks to this important mining camp and the ownership will thus be consolidated and operation greatly simplified through the ownership of the source of power.

Two car loads of machinery has arrived in Carrizozo. The shipment consists of a 500 K V A generator set which will be installed in the power plant at White Oaks. The new installation will afford about twice the present amount of current strength, insuring much better lights and motive power for Carrizozo as well as for the mining activities.

A shipment of motor trucks and modern machinery is also on the local tracks with its destination Parsons. The new fixtures go into the improvement of the mill at this rich gold deposit. Efficiency seems to be the watchword in all recent mining projects in this locality. Results are sure to follow the practice of such policy. The new machinery for the Parsons Mining Company will be installed with all possible dispatch and it is expected that the entire reorganized works will be operating steadily within the next sixty days.

With increased facilities and larger plan of activity, these wide awake corporations are sure to prove a source of employment for many extra operatives and the commercial stimulus to the entire vicinity, and especially to Carrizozo, the logical source of supply, will be considerable. We welcome all progressive capitalist and wish them every success in their worthy ventures and strides toward greater efficiency of operation, for their success is most truly ours.

WOMANS MISSIONARY MEETING

The Woman's Missionary Society of the Methodist Church met Wednesday afternoon with Mrs. L. E. Schaeffer. An interesting program was led by Mrs. Daniel. Refreshments followed to the enjoyment of all. The next regular meeting will be with Mrs. Andrew McCurdy.